

25 Miles of
CEMENT SIDEWALK
Now Being Built in Pensacola

OFFICIAL from WASHINGTON—Local Showers Saturday; Sunday, fair; variable winds, mostly south.

The Pensacola Journal.

THE JOURNAL'S
WANT AD WAY
Is The Way To Prosperity

VOL. XIII.—NO. 128.

PENSACOLA, FLORIDA, SATURDAY MORNING, MAY 29, 1909.

PRICE, 5 CENTS.

VIOLENCE BLOCKED FIRST ATTEMPT TO RUN FREIGHT TRAIN

Georgia Railway Attempts
to Move Train of Per-
ishable Goods.

BRAKES APPLIED
BY SYMPATHIZERS

THE TRAIN STALLED, ENGINEER
STRUCK WITH A STONE AND
FINALLY THE ENGINE WAS CUT
FROM THE TRAIN AND RETURN-
ED TO SAVANNAH—FEDERAL
OR STATE INTERVENTION IS
NOW VERY PROBABLE AND
RACE TROUBLE IS FEARED.

ENGINEERS REFUSE
TO TAKE OUT TRAINS.

By Associated Press.
Atlanta, Ga., May 28.—An
ultimatum which may stop mail
trains on the Georgia railroad
tomorrow was delivered to-
night by Assistant Chief Bur-
gess of engineers to General
Manager Scott of the railroad.
Engineer Downing was ser-
iously injured in the riot at
Lithonia tonight, Burgess says,
and he has forbidden engineers
to take out any more trains
until complete protection is
guaranteed.

Atlanta, Ga., May 28.—Violence by
strike sympathizers about dusk to-
night successfully blocked the first
attempt on the part of the Georgia
railroad to move a freight train. Se-
veral cars of perishable goods had been
lying on the side track at Lithonia,
Ga., for several days and today offi-
cials of the railroad arranged with
Sheriff Morris of DeKalb County to
bring these cars to Atlanta.

Assurances had been given for sev-
eral days that in the interest of local
shippers no demonstration would be
made against hauling these cars to
Atlanta. When, however, the engine
from Atlanta pulled into Lithonia it
was seen that a negro fireman was
aboard. The engine was coupled to
the cars and then, according to the
railroad officials, just as the train
was getting under way a stone flew
to the cab of the engine and struck
Engineer Downing. Next, say the
railroad officials, several men boarded
the cars and set the brakes, causing
the last car to break from the train.

THE TRAIN LEFT.
Finally the engine was uncoupled
and the train left stalled on the main
line, the engine continuing on to At-
lanta. According to the railroad offi-
cials their men saw no attempt by
the local authorities to interfere with
the attack on the train. It is be-
lieved the railroad will attempt to
clear the track at Lithonia early in
the morning and permit the passage
of mail trains.

A report telephoned to the state of-
ficials here said merely there was no
violence, that the train had run a
short distance out of Lithonia, when
it stalled and the engine continued
on the run to Atlanta. After it had
stopped, said the report, a small
crowd of men swarmed upon the
freight cars.

RACE TROUBLE FEARED.
Today brought forth almost simul-
taneously possibilities of speedy state
or federal intervention, believed by
many persons of wide acquaintance
with local conditions, to be heavy with
danger of race trouble. It is admitted
either the federal or state authorities

(Continued on Page Two.)

American Tobacco Co. at Bottom of the Trouble

By Associated Press.
Washington, May 28.—That the
outrages of the night riders in Ken-
tucky and Tennessee resulted from
the oppression of the American To-
bacco Company and that unless the
internal revenue tax on leaf tobacco
on hand is repealed, these outrages
will again occur, was the declaration
made by Senator Bradley of Kentucky
today in arguing the adoption of his
amendment to the senate bill. This
amendment proposed to restore in the
tariff bill the house provision for the

free sale of leaf tobacco by the farm-
er which was stricken out by the
finance committee of the senate. Af-
ter reviewing the growth of the
American Tobacco Company, Mr.
Bradley said that, not content with
destroying all competition in the United
States, this concern drove the Im-
perial Tobacco Company, of Great
Britain, its chief competitor, to a
compromise and obtained an agree-
ment by which the Imperial yielded up
all competition in the United
States.

H. H. ROGERS'S WILL PROBATED AT NEW YORK

ESTATE VALUED AT \$75,000,000
WILL ULTIMATELY BE DIVIDED
BETWEEN FOUR CHILDREN—
WIDOW GETS \$100,000 ANNUITY.

By Associated Press.
New York, May 28.—The will of H.
H. Rogers was admitted to probate
here today and according to its terms
practically the entire estate valued, ac-
cording to Wall street estimates, at
between fifty and seventy-five million
dollars, will be ultimately divided be-
tween the four children or their heirs.
Half of equal shares into which the
residuary estate is divided will be
given the four when they reach the
age of forty. The remaining half they
may dispose of only by will, continu-
ing to enjoy the income until death.
The widow and a large number of
relatives are provided for by trust
funds, the interest on which they
will receive during life, the principal
to revert to the estate on their death.
Mrs. Rogers's annuity is placed at one
hundred thousand to the school at Fair-
haven is the only bequest.

KILLED MAN IN CELL.
Abilene, Texas, May 28.—The Tay-
lor county jail in this city was storm-
ed by a mob of determined men at 1
o'clock this morning. Demand was
made for admission and the delivery
of Tom Burnett who was recently con-
victed of the murder of Alexander
Sears, in the district court here. Be-
ing refused admission by the jailor,
the mob worked unsuccessfully for
an hour until 2 o'clock to open the
cell doors. At that time, having failed
to secure the victim, he was shot
to death in his cell by the attacking
party.

R. R. CATTLE RATES.
Fort Worth, Texas, May 28.—Coun-
sel for the interstate commerce com-
mission and railroad clashed at the
hearing here today to decide whether
a reduction in cattle rates is justifi-
able. While Auditor W. L. Maury,
of the International and Great North-
ern railroad, was on the stand and be-
ing closely cross-examined by S. H.
Cowen, for the commissioner, J. W.
Terry, for the Santa Fe railroad ob-
jected to Mr. Cowen's queries and a
heated argument followed.

Quarter of a Billion Needed for the Canal

By Associated Press.
Washington, May 28.—A quarter of
a billion dollars will have been ap-
propriated by congress for the purchase
and construction of the Isthmian can-
al if the estimates for the expendi-
tures in canal material for the fiscal
year beginning July 1, 1910, are agreed
to by congress next winter.

These estimates, amounting to
about \$65,000,000, have just been re-
ceived in Washington from the canal
zone and are being reviewed by Sec-
retary of War Dickinson.
Already there has been appropri-
ated for the purchase of canal rights
from France and Panama and for
construction, a total of \$210,000,000.
Secretary Dickinson finds it very diffi-
cult to reduce the estimates and con-
gress itself has learned that a reduc-
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Two Soldiers Killed in Fight With Moro Bandits

By Associated Press.
Manila, May 28.—Two private sol-
diers were killed and a sergeant was
fatally injured during a fight with
Moro bandits on the Rouman river,
May 22, according to advices received
here today. The Moros surprised an
outpost of the eighteenth infantry en-
camped near Keithley and poured a
volley into the soldiers before the
latter could defend themselves. Two
privates were killed instantly by the

first shots fired.
Two columns of infantry are in pur-
suit of the bandits.
The detachment that was attacked
had been engaged in the protection of
friendly natives, inducing them to
cultivate the land and had introduced
the double sentry system as a pre-
cautionary measure, as attacks were
expected momentarily from the roving
bands of marauders that infested the
country.

BILL FOR RELIEF OF THE PUBLIC SCHOOLS GOES TO GOVERNOR

The Senate Passes Measure
Which Carries With
it \$166,500.

STATE UNIFORMITY
BOOK BILL PASSES

BUT LITTLE DEBATE ON THE
MEASURE, WHICH RECEIVED 17
OF THE 26 VOTES—THE WIL-
LIAMS BILL FOR THE PROTEC-
TION AND CONSERVATION OF
OYSTERS AND CREATING OF-
FICE OF STATE OYSTER COM-
MISSIONER ALSO PASSES.

By Fred M. Allen.
Tallahassee, May 28.—One of the
most important bills of the present
session was finally enacted this morn-
ing when the house passed Senator
Leggett's bill for the relief of the pub-
lic schools of the state affected by the
recent supreme court decision which
knocked out the 1907 appropriation.
The bill has been passed by the
senate and now goes to the governor
for his signature. It carries over
\$166,000, apportioned among the va-
rious counties of the state.
The senate passed the Sloan bill
prohibiting the drinking of liquor on
railway trains.

TEXT BOOK BILL PASSES.
Within less than ten minutes de-
bate the senate this afternoon passed
the Cone state uniformity of school
text books bill by a vote of seventeen
to nine. Senator McCreary, father of
the county uniformity bill spoke for
a few minutes against the measure,
and Senator Cone defended it in a
few remarks.
The senate also passed the Williams
bill for the protection and conserva-
tion of the oyster industry of the
state and creating the office of state
oyster commissioner.

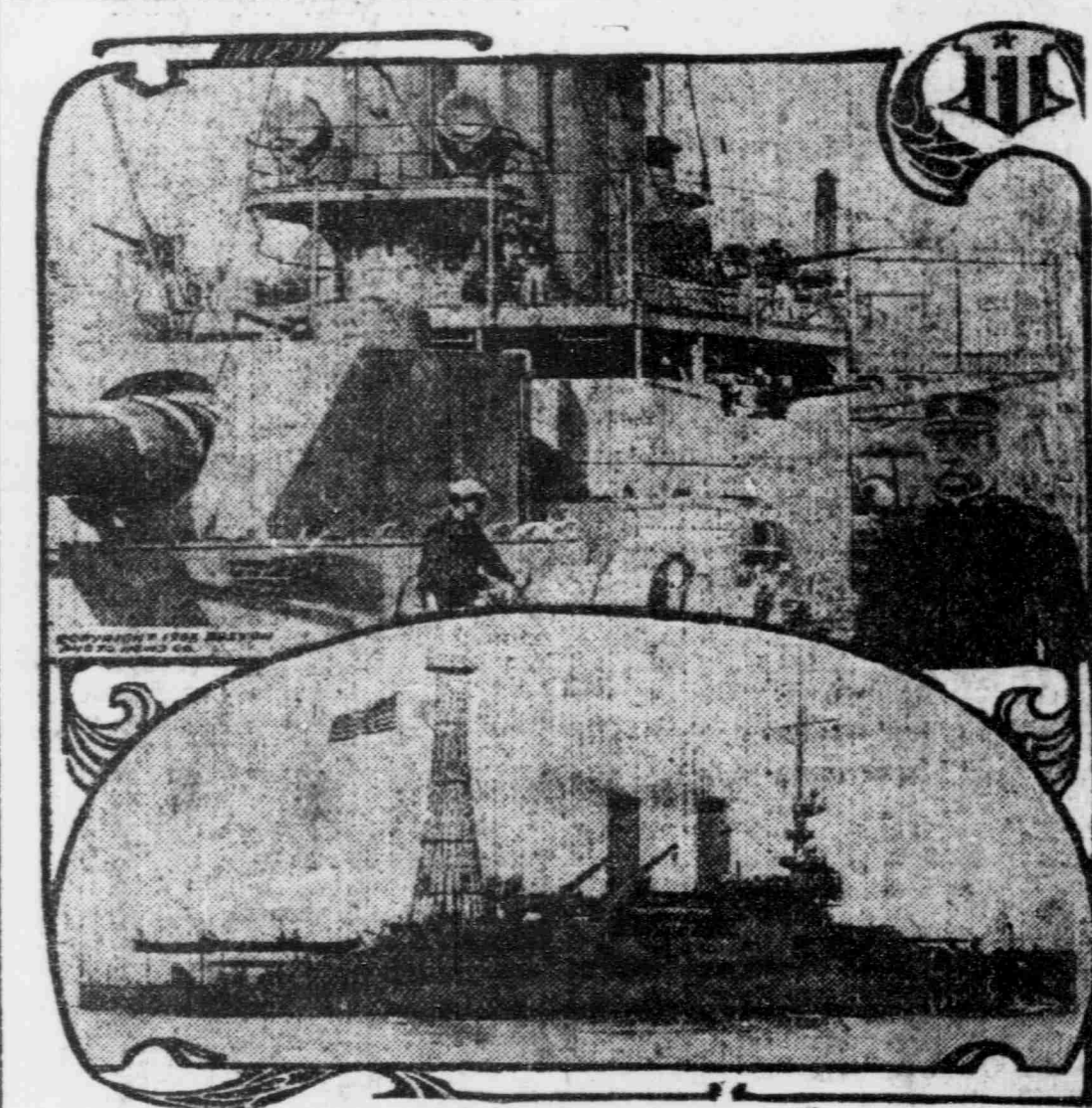
(Continued on Page Two.)

COLONEL ROOSEVELT'S COWCATCHER RIDE; FIRST PICTURES OF THE HUNTERS IN AFRICA



The accompanying pictures of the start of the Roosevelt hunt in East Africa are the first to reach this country since the former president landed in the dark continent. Colonel Roosevelt had cabled from Aden to have a special train ordered to take him and his party from Mombasa to Nairobi, and when the start was made he climbed on the cow-catcher of the locomotive. In the picture the men on the engine are Colonel Roosevelt, Governor Jackson, the British resident executive, P. C. Selous, the famous English hunter, and Mr. Sandiford. The other photograph was taken just before the party left Nairobi to begin the actual hunt. The hunters have now gone to Comit, where they will hunt the hippopotamus. This is the most dangerous work before them. Up to May 22 the party had bagged sixty specimens of big game.

BATTLESHIP MISSISSIPPI AT ANCHOR OFF THE NAVY YARD



THE BATTLESHIP MISSISSIPPI.

ON PRISON COMMISSION.
Washington, May 28.—Professor
Charles R. Henderson, of the Uni-
versity of Chicago, was today appointed
a member of the United States Inter-
national Prison Commission in suc-
cession to Dr. Barrows, deceased.

SENATE WANTS INFORMATION.
Washington, May 28.—A resolution
by Senator Cummins calling on the
geological survey for a report by C.
W. Hayes, chief geologist, on the de-
velopment, ownership and control of
petroleum land in Mexico, was adopted
today. It is supposed that it will
throw light on the present tariff con-
test.

WANT BOOKS OF UNITED COPPER COMPANY NOW

INVESTIGATION INTO AFFAIRS OF
AUGUSTUS HEINZE FOR MISAP-
PROPRIATION OF FUNDS TAKES
SENSATIONAL TURN.

By Associated Press.
New York, May 28.—The federal
grand jury's investigation of F. Augus-
tus Heinze's affairs in connection with
misappropriation of funds of the Mer-
centile National Bank took a sensa-
tional turn today, when United States
District Attorney Dine obtained from
Federal Judge Lacombe an order di-
recting certain directors of the United
Copper Company to produce the full
and complete books of that concern
in court, or be declared in contempt
of court.
Directors replied by saying circum-
stances are such that it is impossi-
ble to produce the books at once, but
would make every effort to get the
books. The judge gave them until
Tuesday to report and said, "as long
as the books are on earth and haven't
been burned, an effort must be made
to produce them."

DEMANDED \$500,000.
Los Angeles, Cal., May 28.—Charg-
ed with sending letters in which he
demanded \$500,000 from A. Douglass,
a millionaire mining man of Bisbee,
Ariz., who is residing temporarily in
Pasadena, Sam Leroy, alias Fred Ri-
vera, was arrested at a ranch near
Redondo and brought here. Dr. Geo.
Campbell examined Leroy here and
later a complaint of insanity was is-
sued against him.

Big Vessel Entered Port at
Early Hour Yesterday
Morning.

TO REMAIN UNTIL
SUNDAY AFTERNOON

WORK OF COALING COMMENCED
SHORTLY AFTER SHE DROPPED
ANCHOR OFF THE YARD, AND
WILL BE COMPLETED TODAY—
SENATOR TALIAFERRO REPLIES
TO REQUEST OF THE CHAMBER
OF COMMERCE.

Steaming at the rate of ten miles
per hour, drawing 27.6 feet of water,
steered by Pilot Wm. A. Bell, the
United States first-class 14,000-ton
displacement battleship Mississippi
crossed Pensacola bar yesterday
morning about 6:30 o'clock, and
anchored in the channel a short dis-
tance from the navy yard, where the
work of filling her bunkers with coal
was commenced a few minutes after
she was anchored.

The battleship arrived here from
New Orleans, Captain John C. Fre-
mont in command. No salute was
fired from the navy yard, her arrival
at Pensacola not being marked by any
public demonstration.

The work of placing 1,000 tons of
coal aboard the vessel will be finished
today, the supply being taken in order
to carry her from here to Horn Island
and thence to Philadelphia, where she
is due June 8. A large amount will
remain unused even after she makes
this trip.

LEAVES LATE SUNDAY.
She will remain in port up to a few
minutes before dark Sunday evening,
when she will leave for Horn Island,
off the Gulf coast of Mississippi, where
she will, on next Tuesday, receive a
handsome silver service from the
people of the state whose name she
bears, entertainments for a proper ob-
servance of the event having already
been arranged at Pascagoula, Scrant-
on, Biloxi and Gulfport.

There will be a general exchange
of calls and courtesies today. Mayor
Goodman will call upon Captain Fre-
mont this morning at 10 o'clock.

COST SIX MILLION.
The battleship Mississippi is one of
the newest types in the navy. She
was built at the Cramps' shipyards at
Philadelphia, and entered the service
Feb. 1, 1908. She is of 14,000 tons
displacement, has a speed of seven-
teen knots, and carries 750 officers
and men.
Her name is a historic synonym in
this section of the South. Named
after the great state of Mississippi,
she is a namesake of the Father of
Waters and also carries the title of
the historic Confederate battleship,
Mississippi, that was sunk in the Mis-
sissippi river.

The Mississippi represents a cost
of about \$6,000,000. The original cost
of the hull was \$3,000,000, and that much
more was expended on the turrets,
armament and guns.
She is equipped with wireless, and
also carries one of the new fighting
towers now being erected on the
newest of the battleships. The fir-
ing is directed from these towers in
case of war, and they are so made
that several large shells might pass
entirely through the tower and it
would still stand. The ship's armor
is of the highest resisting quality.
The vessel is covered with a coat of
dull lead paint, the latest design of
the navy department, which gives her
a grim and ugly appearance as she
ploys along at the water line.

(Continued on Page Two.)

Big Ocean Liner Goes Aground in N. Y. Harbor

By Associated Press.
New York, May 28.—After having
run aground twice while attempting
to leave this port for Plymouth, the
North German Lloyd liner Prinzess
Alice finally sailed today undamaged.
She was twenty-four hours behind
her schedule. The big steamer's first
misadventure occurred yesterday forenoon
when in a dense fog she grounded in
front of Fort Wadsworth, Staten Is-
land, her bow missing the sea wall

by but a few feet. At high tide to-
day she floated with the aid of ten
tugs and steamers and resumed her
course down the lower bay, only to
run aground again on the edge of the
new Ambrose channel.
The steamer was again freed from
her second predicament by the rising
tide and her own screws and pro-
ceeded on her voyage. She carried
426 passengers, all of whom remained
on board.

Bank Clearings Will Show Decrease To-Day

By Associated Press.
New York, May 28.—Dun's review
tomorrow will say: Bank clearings
diminished slightly this week and for
the fourth week of the month are
scarcely up to the average of the
earlier weeks, total exchanges for all
leading cities in the United States
being \$2,521,475,579, 12.3 per cent
larger than in the corresponding week
of last year. There is also a very
small increase over 1906, if allowance

is made for the fact that the com-
parison is with only five days in the
week of that year. For the month to
date bank clearings are one-fifth
larger than a year ago and slightly
under 1 per cent larger than in May,
1906, when trade was very active. As
noted above, the increase in the com-
parison with the report three years
ago shown in the earlier returns is
hardly maintained in the last week of
the month.